

NORTHERN TRIBUNE

VOL. 1.

CHEBOYGAN, SATURDAY, MARCH 4, 1876.

NO. 34.

THE WEEKLY
NORTHERN TRIBUNE.
PUBLISHED EVERY SATURDAY BY
W. CHANDLER,
CHEBOYGAN, MICHIGAN.

TERMS OF SUBSCRIPTION:
One copy, one year, \$2.00
One copy, six months, \$1.00
One copy, three months, .50
PAY ALWAYS IN ADVANCE.
Subscribers within Cheboygan county will receive their papers free by mail, and those living outside the county will have their postage prepaid by the publisher.

RATES OF ADVERTISING:
One-half inch square six lines Nonparel or less, for one insertion, 5 cents; for each additional insertion, 3 cents; for each additional line, 1 cent.
For subsequent insertions, or a larger space, prices will be given at the office.
Local notices 10 cents per line for the first insertion, and 5 cents per line for each subsequent insertion.
Cards in Business Directory, five lines or under, \$5 per year; each additional line \$1 per year.

Time Tables.
GRAND RAPIDS & INDIANA R. R.
AND C. & F. W. R. R.

CONDENSED TIME TABLE, DEC. 22, 1875.

GOING NORTH.			
STATION	EXPRESS	EXPRESS	ACCOM.
Cheboygan	7:30 P. M.	7:30 A. M.	8:00 P. M.
Richmond	11:25	11:25	5:54
Winchester	11:25	11:25	5:54
Richville	11:25	11:25	5:54
Portland	11:25	11:25	5:54
Decatur	11:25	11:25	5:54
Fl. Wayne	11:25	11:25	5:54
Kenilworth	11:25	11:25	5:54
Lagrange	11:25	11:25	5:54
Sturgis	11:25	11:25	5:54
Watkins	11:25	11:25	5:54
Le Roy	11:25	11:25	5:54
Victor	11:25	11:25	5:54
Kalamazoo	11:25	11:25	5:54
Gt. Rapids	11:25	11:25	5:54
Howard City	11:25	11:25	5:54
Big Rapids	11:25	11:25	5:54
Reed City	11:25	11:25	5:54
Clam Lake	11:25	11:25	5:54
Traverse City	11:25	11:25	5:54
Petoskey	11:25	11:25	5:54

GOING SOUTH.

STATION	EXPRESS	EXPRESS	ACCOM.
Petoskey	7:30 P. M.	7:30 A. M.	8:00 P. M.
Traverse City	11:25	11:25	5:54
Reed City	11:25	11:25	5:54
Clam Lake	11:25	11:25	5:54
Howard City	11:25	11:25	5:54
Gt. Rapids	11:25	11:25	5:54
Kalamazoo	11:25	11:25	5:54
Victor	11:25	11:25	5:54
Le Roy	11:25	11:25	5:54
Watkins	11:25	11:25	5:54
Sturgis	11:25	11:25	5:54
Lagrange	11:25	11:25	5:54
Kenilworth	11:25	11:25	5:54
Fl. Wayne	11:25	11:25	5:54
Decatur	11:25	11:25	5:54
Portland	11:25	11:25	5:54
Richville	11:25	11:25	5:54
Winchester	11:25	11:25	5:54
Richmond	11:25	11:25	5:54
Cheboygan	11:25	11:25	5:54

All trains run daily, Sundays excepted.
J. H. PAGE,
Gen. Pass. and Ticket Agent.

Drugs.
PERRIN BROS.
DRUGGISTS
DEALERS IN
DRUGS MEDICINES, CHEMICALS.
TOILET AND FANCY ARTICLES.
CIGARS AND TOBACCO.
Corner Main and Elm Streets,
CHEBOYGAN, MICH.

THE CITY DRUG STORE.
A FULL LINE OF
Pure Drugs, Medicines, Varnish,
Glass, Oils and Dye-Staffs,
(Will always be found at
THE CITY DRUG STORE.
A large and carefully selected stock of
FANCY GOODS,
TOILET ARTICLES,
PERFUMERY, &c.
Careful buyers will find it to their advantage to
give us a call.
A. M. GOSW, proprietor.
Mackinac Summer Resorts.

JOHN JACOB ASTOR HOUSE
Headquarters old
American Fur Company.
NEWLY repainted and refitted this season.
In close proximity to the landing. Livery
and hack, &c., &c., furnished at a moderate price.
Bathrooms, billiard rooms, sample rooms,
and every other amenity.

Attorneys.
WATTS & HUMPHREY,
COUNSELLOR-AT-LAW,
Cheboygan, Mich.
notif

Physicians.
Dr. F. J. POMMIER,
Physician, Surgeon and Accoucheur,
Can be found at his residence, opposite the
Catholic Church, at Cheboygan.

A. M. GEROW, M. D.,
PHYSICIAN AND SURGEON,
Office at City Drug Store. Professional calls
promptly attended. notif

T. A. PERRIN, M. D.,
Office in Central Drug Store, sign of the Red
Mortar, Howell's block. notif

Real Estate.
FARMING LANDS AND TOWN LOTS for
sale and houses to rent by
R. PATTERSON, Cheboygan.

Barber Shop.
W. M. H. KELLEY,
BARBER AND HAIR DRESSER,
(Shop on Corner of Main and Third Sts.)
Ladies' hair cut and dressed in the best style.
Combs, which many consider worthless, made
up equally well with other hair. Persons in
want of anything in this line will do well to give
me a call. notif

Real Estate.
TURNER, SMITH & HUMPHREYS
REAL ESTATE OFFICE
CHEBOYGAN, MICH.

10,000 ACRES
OF
Choice Hard Wood Farming
LANDS

FOR SALE. PRICE, \$3 TO \$10 PER
ACRE.

TERMS TO SUIT PURCHASERS.
A small payment down and the balance in
easy installments.

Hardware and Stoves.
J. F. HALL,
DEALER IN
HARDWARE,
STOVES
AND
STOVE FURNITURE.
IRON, NAILS, TINWARE,
AXES, PUMPS,
FARMERS & CARPENTERS TOOLS
GRINDSTONES, ROPE,
SHIP CHANDLERY, WOODEN WARE,
HOUSE TRIMMINGS,
AMMUNITION, &c., &c.
Agent for Crane's celebrated Mill Dog
BULL-HEADS, STATEMENTS,
LETTER AND NOTE PAPERS
of various qualities, printed and ruled to order
in any style to suit customers. Orders by mail
promptly filled.
NORTHERN TRIBUNE, Cheboygan, Mich.

NORTHERN TRIBUNE.
SATURDAY, MARCH 4, 1876.
MY TRIP TO THE WOODS.
BY R. D.

I do not know why it is, but just now
I am about to say that very lately I have
come to believe that this is a great country.

Last week I took a trip up into the
woods to visit some of the lumber camps.
I went because I wished to, and that I
might be able to get an accurate report
as to the amount of logs being "watered"
upon the Cheboygan River and its tributaries.

You see I had made up my mind that
there had been guess work enough about
the log crop—as it is called—and thought
I would investigate for myself, and per-
haps give a report which was a real old
genuine, reliable one. With me to de-
termine was to do. Accordingly after
looking about I found a "toe team"
about to start for one of the camps upon
upper Black River.

You all know well enough what a
"toe team" is. A "toe team" is always
from force of circumstances every way
reliable. That is to say, if there is pro-
vender enough on the land they are
drawing for the team to eat, they will
surely go through to their destination
before it—the provender—is all gone.

This was the case with our team and
load, for it was comprised entirely of
hay and grain. I felt, when we started,
that the team would not starve if I did
—which was certainly a very satisfactory
feeling.

The morning we started was warm
and very pleasant; but just as soon as it
got noised around among the elements
that I was going upon this long and per-
ilous journey, it began to rain. My
driver guessed it was not going to be
much of a shower; therefore, we started,
but it rained and rained until I was wet
enough to wring out. However, we
were bound to go through. The wind
changed, and it grew cold and colder.
The rain turned into snow, and how it
did snow. My clothes soon froze stiff
upon me. Of course I shivered, but my
courage never failed.

I do not know but it would have done
so had not my driver exerted himself
to make things pleasant for me. I shall
always think kindly of him—how he
managed to keep my mind occupied by
telling me little stories—by trotting his
team down every little ditch we came to,
just to show me what a curious gait his
rear horse had.

It is said that all things must have an
end. That day at last came to an end.
It ended just about the time that we ar-
rived wet and cold at the Black Lake
house kept by Mrs. Cummings.

We were glad to see her and her house,
and she was glad to see us, no doubt, at
the time to see us; for, like all good land-
ladies, she soon had on a roaring fire and
a good supper ready for us to partake of.
I was very much fatigued that night,
and of course I slept soundly until about
three in the morning, when my "boss"
(that is the teamster you know) aroused
me and said we should be getting ready
for to start across Black Lake.

It was not long before we had break-
fast and team ready for a start, and soon
we were upon the vast waste of frozen
waters called Black Lake. We skirted
along the beach up the lake just far
enough from the shore to be safe from
drowning should we break through. We
did this because all the tracks went that
way, and because it was necessary to go
around a crack in the ice which runs
across the lake about in the middle of it.

My "boss" said that every winter
Black Lake had a crack across it in just
about the same place. I asked him the
reason of it, and he remarked, after a
few moments reflection, that he knew of
no other reason than because it did.

I have reflected upon it a good deal
since that time, and do not know that I
can give a better one. Well, we got
around the end of it and then made all
haste to cross the lake. The wind blew
terribly across that expanse of ice, and
by the time it struck us with its accel-
erated speed it seemed to chill me through
and through. I felt it so keenly that I
wished I was in my own dooryard. My
"boss" wanted to know what for. I told
him if I was only there I would go into
the house "plaguy" quick.

We finally got across the lake, and
then had five miles of "plains" to cross,
which was about as bad as the lake. We
then reached what is called the river
camp, now occupied by W. I. Milliken as
his headquarters. He had a large num-
ber of logs upon his roll way; how
many I could not ascertain. As for
guessing of course I would not do that,
for it is too common now-a-days.

We crossed the foaming and dashing
river at this place upon a bridge that
seemed to be very unsafe; but of course
we should always speak well of a bridge
that carries us safe over. I cannot, how-
ever, refrain from saying that I would
not be at all surprised if Mr. Milliken
should wake some fine morning and find
it gone. By saying this I would not
wish to convey the idea that it would

be any fault of the bridge should such
be the case, but rather of the man who
made it.

Eight miles farther and we reached
Robinson's camp. At this camp the only
living thing or being I saw was the
cook. He did not seem to be possessed
of much knowledge about logs. All
that troubled him was to get the meals
for the men, and that he seemed bound
to do, I should judge, by the manner
in which things flew around. Having
fed our team—for that was a part of our
business, you know—we journeyed on.

We traveled over a very fair woods
road for about five miles, when we came
to the worst piece of road I ever saw.
The movements of our load were like a
vessel at sea; and, although we had it
well bound down, yet things would work
loose the best we could do.

I could not stay on the load the best I
could do. My "boss" stayed, however, all
the time, except for about the space of a
minute, during which time he was de-
plugging head first under the horses'
heels. The load came near passing over
him. He finally succeeded in checking
the team in time to prevent serious re-
sults.

Plunging and surging from side to side,
we at last reached the river again at
Howell & Co's Landing. We crossed on
the ice and the balance of the road to
their camp was four o'clock p. m., hungry,
tired and cold. Here we were told that
they had in that night 179,333½ feet, ac-
tual measurement; no guess work about
that at all.

We stopped all night, and if any one
would like to know the luxury of a good
bed, made of Michigan feathers, let him
take a few boards for a sort of platform;
upon that platform put some hemlock
boughs; over those boughs put a blank-
et, and have the whole thing close to
the roof, and immediately over an enor-
mous stove with a smoky draft; and
that stove jammed full of dry Norway
pine wood, burning with the fierceness
and avidity only to be attained with such
wood, and he will, if his soul is in har-
mony with such things, say I am satis-
fied that I have seen the end of all per-
fection. I thought so, at any rate.

When the morning dawned, and I re-
flected that I had been from home two
days and two nights, I made up my mind
that I would go home and guess at the
rest of the log crop.

To determine with me to do so. I
turned my face homeward that morning.
That night I was in the bosom of my
family.

Take it all together. I had a very cold
and pleasant trip, and I would advise any
one in search of an appetite, and a good
night's rest, to go and do likewise.

Leap Year List.
BY PETE.

Thus far there has been no sign in Che-
boygan indicating that this is leap year,
other than a few items in the papers. In
the hope that the year may not close in
the same manner that it commenced, and
for the benefit of those of the fair sex
who may be desirous of taking advan-
tage of the privileges accorded them by
leap year, I have prepared the following.
The list enumerates the eligible young
gentlemen, and in most cases states the
difficulties that lie in the way of pro-
curing them.

Jimmy McD. His favorite song is
"Not for Jo" style.

Sam L. If he could not live in a heart
and not pay rent "Ed die."

Will C. cares more for one pure
little than all the girls in Christendom.

Eugene S. is a promising young man,
but being an old salt, he cannot forget
his *Seaman-ship*.

Eph N. would be perfectly irresistible
were it not that he may be somewhat
Boogy-ly inclined.

James I. is slim, slick and slender,
and would be somewhat obscure only that his
Smart-ness lends him notoriety.

Will P. is a very fine fellow, and
would be a favorite with all, did he not
think a little too much of his *Toddy*.

Bob R. is a man whom the ladies would
call handsome, and the fact that he is a
bachelor is not because his *Will* is not
good.

Tom B. is a very eligible match, and
doubtless could be won were it not for
the sad refrain, "Thou art so near and yet
so far."

Billy M. The greatest difficulty that
a lady would experience in securing this
young man, would be his reverence for
a "tress of golden hair."

Will B. enjoys life about as well as
any young man in the village, but it is
thought by some that at times his heart
burns for the "loved and lost."

Profiting by Misfortunes.
Pitt Drake is a tramp printer, who has
an affinity but for one thing
on earth, and that is whiskey. Last sum-
mer he worked in the *Independent* office
in this village; therefore his dissolute
habits are well known to many of our
citizens. Pitt has tramped around the
world until he knows full well how to
turn his misfortunes to profit.

Something over two months ago he
was sent from Detroit to the House of
Correction for thirty days for drunken-
ness. One of his fellow passengers in
the Black Maria was a nobby dressed col-
ored man named Alexander Jones, whose
term of sentence was for sixty days.
Upon arriving at that institution each
prisoner dons a suit of striped uniform,
his own clothes being done up in a bundle
with a tag bearing his name attached,
and laid away until the owner calls for
them on his release. One day the assist-
ant superintendent rearranged these
bundles and had Pitt Drake assist him.

When Drake's term of sentence ex-
pired he was given the wardrobe bearing
his name, and departed. Thirty days
later Jones presented his check at the
baggage-room and received Drake's greasy
garments. He repudiated them and de-
manded his own nobby suit. This led
to the arrest of Drake upon a charge of
larceny, after he had been sporting
around in Jones' clothes for a month. He
was tried in the police court a few days
since, the deputy superintendent testify-
ing that Drake must have changed the
tags upon his and Jones' bundles. This,
however, Drake denied, but admitted
that he knew a mistake had been made,
and that he made no effort to rectify it.

The police justice gave him the alterna-
tive of paying a fine of \$13 within twen-
ty-four hours, or going back to his old
quarters and clothes for sixty days.

As Pitt has not been known to have a
cent for several years, there is no doubt
about his being enjoying the hospitalities
of the city of Detroit at the present time.

Unhappy Alpena.
In the memorable words of the Alpena
prosecuting attorney, that city seems to
be "drifting into arctic" again. A few
nights ago, after quenching the fires with-
out, the firemen repaired to a saloon to
quench the fires within, and afterward
presented to the Common Council bills
amounting to \$20 for "oysters." The
Council allowed the bill but called it "re-
freshments," or something of that sort.
The Mayor, however, refused to sign the
bill even in this innocent form, and one
of the fire companies has held an indig-
nant meeting and passed resolutions
denouncing the Mayor in very severe
terms. They seem to think that a man
who does not know that "oysters" are
a part of the necessary outfit of a well-regu-
lated fire department, don't know what
liquids are good for, and is, therefore, un-
fit to preside over the destinies of a great
city like Alpena.

Snow in the Saginaw Region.
For the first time this winter the Saginaw
region was visited by a snow storm
last week. Snow fell to the depth of
from eight to twelve inches. It was not
of a first-rate quality for sleighing, but
every available team was sent to the lum-
ber woods, where they will be worked
day and night. If the snow should last
even ten or twelve days, the indications
are that as much work will be done as
ordinarily in four or five weeks. The
warm sun which has shone here for the
past few days is indicative of anything
but encouragement for the lumbermen
there.

A LARGE TREE.—Last week Messrs.
McKinnon & Cameron cut a pine tree
near one of their camps, which we think
will equal anything taken out of the
woods in this vicinity this year. Two
sticks of timber were taken out of the
tree, one 29 feet long and the other 28
feet long. The butt log squared 33 inches
while the top one squared 30 inches. If
anything larger than this has been cut in
any of our camps, we should like to hear
of it.

**There stands upon a piece of land, near
McKinnon & Cameron's camp, belonging
to Mr. D. Culver, of Bay City, a pine tree
which is over seven feet in diameter. A
correspondence has been opened with Mr.
Culver looking towards securing the tree
for the Centennial. If permission is re-
ceived to cut it, twenty feet will be taken
from the butt of the tree, and sent in the
natural state. The next cut will proba-
bly be squared, thus making a specimen
of square timber.**

A NEW CAMP.—Although it is quite
late in the season, Messrs. McKinnon &
Cameron are making arrangements to
start a new camp in town 33 north, range
1 west, where they have a small amount
of land which they wish to clear this
season. The timber of course will go into
Black River.

POINT ST. IGNACE.—The residents of
Point St. Ignace are considerably elated
over the lately developed prospects of the
Mackinac and Marquette railroad. Should
the railroad have a terminus at
the Point, it would doubtless soon become
a place of considerable importance.

The Mackinac and Marquette Railroad.
At their meeting on the 23d of Febru-
ary, the Board of Control declined to ac-
cept the proposition of the company
headed by Capt. Craw to build the Mack-
inac and Marquette railroad. The Board
took into consideration the manner of
building the road, their action covering
the following grounds. The gauge of
the road was fixed at four feet eight and
a half inches. The rail must not be less
than fifty pounds to the yard, and not
less than 2640 ties laid to the mile. There
shall also be the proper ditches, bridges,
culverts and guards. They also decided
that the construction should be com-
menced and continued at each end of the
route, and that a bond of \$100,000 should
be required with good sureties. The
adoption of these specifications show that
the Board are determined to have the
road properly built, if at all. The com-
pany completing this road will receive a
land grant of upwards of 1,300,000 acres
of land, but to secure it they must leave
nothing undone on their part to finish
the enterprise promptly after it is once
commenced. It was because Capt. Craw's
proposition did not fully come up to
some of the above points that it was re-
jected.

Contracts Let.
State Swamp Land Commissioner Hav-
iland arrived in town yesterday, and last
evening proposals were received for do-
ing all the work necessary upon the in-
land lakes improvement, outside of the
dredging, which had previously been
awarded to Mr. O. B. Green, of Chicago.
Proposals were received from David
Smith, Frank Sammons and Dennis Rich-
ards. The brush foundation through
Grass Lake had been dispensed with,
which lessened the aggregate amount of
the bids. The proposals were all very
close together, there being only two or
three hundred dollars difference between
the bids, which showed that the propo-
sals were very near rock bottom. That
of Frank Sammons for all the work out-
side of the binding timbers and sheet
piling, which aggregated \$2,039, was the
lowest and was accepted, while that of
David Smith for the furnishing and put-
ting binding timbers in place and con-
structing sheet piling for \$1,600, was ac-
cepted. The contract prices are doubtless
as low as the work can be afforded. We
congratulate the citizens of this village
and section of the state upon the fact
that the completion of this entire work
is now assured at an early day.

Coffer Dam Broke.
The coffer dam which had been con-
structed for the purpose of keeping back
the water, to enable the Superintendent
to put in new gates at the Sault canal
locks, broke away a few days since, just
after it had been pumped out. This ac-
cident will interfere very materially with
the early completion of the work, for
nothing can be done until the dam is re-
paired and the water again pumped out.
We have no doubt, however, that Capt.
Gorton will have the gates in by the
opening of navigation.

A Nice Map.
Mr. Geo. W. Bell has about completed
a large map of the village of Cheboygan,
which for correctness and fine finish is
superior to any ever before made. It is
upon draughting paper, backed with
muslin, when mounted will present a fine
appearance. It is probably the only cor-
rect map of the village in existence. We
would suggest that the village authori-
ties employ Mr. Bell to make a copy of
this map, to be kept in the Recorder's
office. The village should surely own a
correct map, and this would be the cheap-
est and best way of securing it.

MISCELLANEOUS MATTERS.
"Don't swear or ask for postage stamps"
is a Boston druggist's placard of admoni-
tion to his customers.
"Science," says Dr. Holmes "is a good
piece of furniture for a man to have in an
upper chamber, provided he has common
sense on the ground floor."

A Washington physician argues that
love proceeds from the stomach, and
that the heart has nothing to do with it.
He says that corn beet and meaty pota-
toes lead to love.

"Let us go back; too many thieves
and cut-throats out here," said a newly-
arrived gold-seeker in the Black Hills
country to a companion. "I guess I can
stand it," was the reply; "I lived four
years in Chicago."

A profane young person, describing
the looks of a newly-arrived M. C. from
the far West as he appeared at Washing-
ton depot, says: "He looked as if he
had come all the way across the conti-
nent on the hurricane deck of a mule."

Instead of fooling away their time on
the cushions of the country launds, the bur-
glars, if they were smart, would turn their
attention to the Bank of France, where
there is \$355,000,000 in gold. All they
would have to do would be to get it out
of the vaults.

A genius in New Bedford is fitting up a
steamer for the purpose of towing ice
bergs to India, where they sell for six
cents a pound. Another proposes to do
much better—to fit a screw to the ice-
berg itself, and thus avoid the expense
of shipbuilding.

No standing bar will be allowed within
the Centennial Exhibition grounds; all
who want to drink anything stronger
than soda-water will have to take a seat
and have his drink brought by a waiter.
Intemperance in drink will not be a fea-
ture of the exhibition.

STATE NEWS.
Birds eye maple is being shipped from
Clare to London, England.

Mr. J. M. Ballou, of Otego, has a con-
tract for building 400 fanning mills.
Hannah, Lay & Co., of Grand Traverse,
are erecting a large planing mill.
Johnny Rogers, of Chester, was crushed
to death by a log a few days ago.

A six-legged calf is the chief attraction
at Burlington just now. \$150 would not
buy it.
Rev. J. S. Smart is holding revival
meetings at the Methodist church at Port
Huron.

The prospects are favorable for a large
crop of the coming season in Grand
Traverse.
Tuscola county sends a sixteen-foot log
to the Centennial. It will scale 4,000 feet
of clear lumber.
A life-saving station is being built at
Grand Haven harbor. It is to be com-
pleted by April last.

Wild pigeons and maple sugar are be-
ing harvested in divers spots in this
state. The crop is a good one.
Lodges of a new order called the
Knights of Agriculture are being started
in various parts of this state. It takes
first rate.

Adrian won't have pretty water girls,
but dirty, thievish, corner loafers are al-
lowed to live and thrive.
Fifteen extra trains passed over the
Grand Rapids and Indiana railroad Feb.
20th, loaded with ice and lumber.

Adrian is excited over the bankruptcy
of Henry A. Angell. Keep cool. These
times are enough to bankrupt any Angel.
Wm. Moore, of Hillsdale, while felling
trees on a farm near that place, had both
legs broken, and one must be amputated.

Many shrubs and fruit trees were broken
at Coldwater by the fall of sleet and
hail that visited that place Sunday night.
Battle Creek proposes to send forty or
fifty of its surplus population to the
Black Hills. The poor house would be
handier.

About 30,000,000 feet of logs have been
put into White river, Muskegon county,
the present season,—about half as much
as last year.
An Alpena youth took his girl out
riding last Sunday, let the horse run
away, she was thrown out and one of her
legs broken.